

wildebeest

How to acquire a Wildebeest frame, frameset or complete bike.

- Step 1. Determine that, in spite of counsel to the contrary, you do in fact wish to own and ride a steel frame built by Wildebeest Bicycles.
- Step 2. Contact the staff representative at the vast Wildebeest production facility (electronic mail, surface mail, telephone and/or personal visit to the factory).
- Step 3. Converse with the appointed representative about your bicycular hopes, dreams, ambitions, biases, reservations, demands and wishes.
- Step 4. Supply your measurements (see separate form) to the design team at Wildebeest.
- Step 5. Upon your approval of the design, you submit a monetary deposit* (usually 25 - 50% of the total project cost), unless you did that earlier.
- Step 6. At some point, the fabricators at the vast production facility (or VPF) will get around to rendering enough metal bits, shards and fragments into a coalesced confab that, upon inspecting said armature, one trained to recognize such things might acknowledge that, yes, what one has is a truly frame-shaped object.
- Step 7. Once the metalwrighting is done, the frame or frameset head off to be finished (usually powdercoat).
- Step 8. Once painted, the final frame preparation happens- decals and/or hand-painted detailing, stainless steel polishing, appropriate reaming/tapping/facing, those sorts of things.
- Step 9. If you are getting a complete bicycle, as opposed to just a frameset, the components required will be acquired, and the machine will be built by gypsies at the VPF.
- Step 10. The complete frame, frameset or bicycle will be delivered to you and you will pay the balance due of the total project cost.

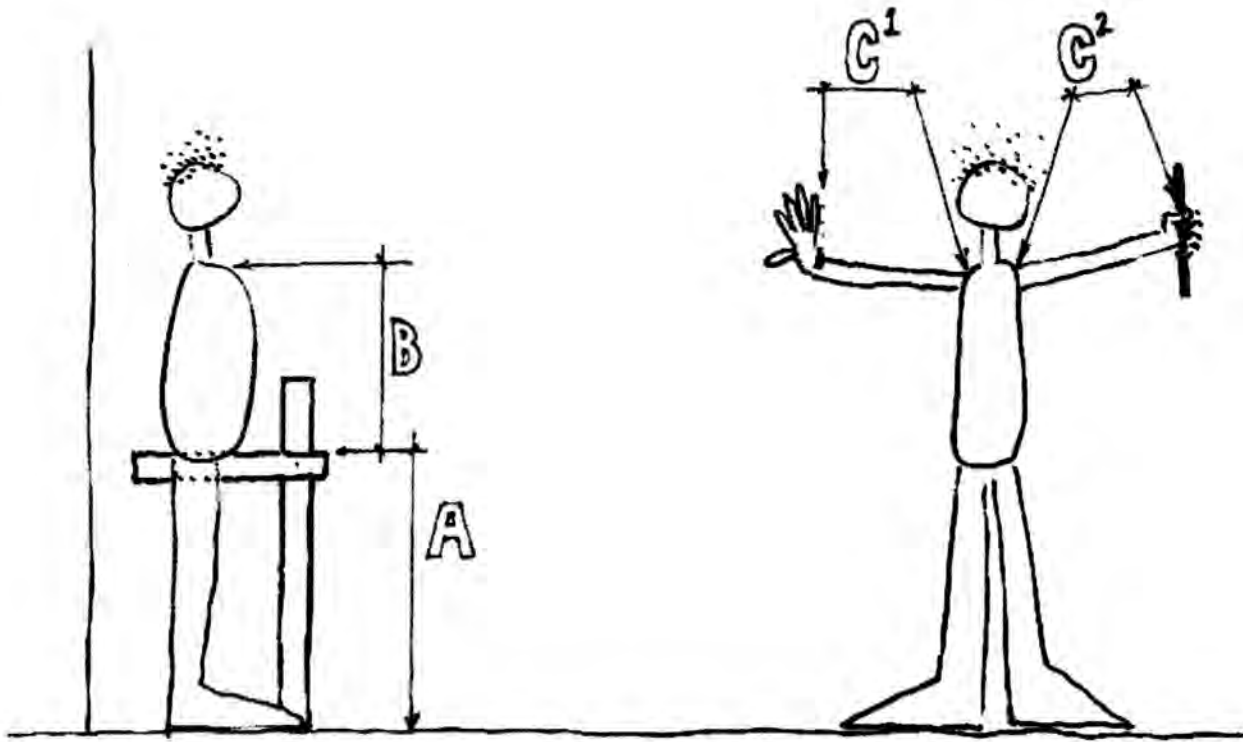
This is all a fairly flexible process, and the above steps are provided to suggest the likely progression of said process. Yours may be different. The gypsies might have moved on by the time your bike is slated to be built. The fabricators at the VPF might go on strike. Relax- it will all work out fine.

Call or write anytime,

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* - if you have to abandon your Wildebeest plans, the deposit, *minus the cost for the time we have already put into the project*, will be returned to you...



Measuring your corpus for the bicycle frame design process.

In the cartoon drawing above, you see yourself from two vantage points. Yes, you have mangy hair, and your feet are big; no, your arms are not missing, they just were not drawn if they were not pertinent. Get over it.

There are three (3) important measurements to be made, and for A and B you will need to find or make a device similar that in the drawing. You can use two sticks, if you like. At Wildebeest Bicycles, I use an adjustable square with a four foot long main leg. However you do it, the device needs to be rigid enough to make an accurate measurement. You will also need a tape measure.

Notice the dotted lines in the left side drawing. The top bar of the device is not just making contact with your trousers and stopping- this measurement depends on your adjusting the top bar of the device so that it makes contact with the same pubic bone area that will be making contact with your saddle, once you are on the bike. You should not cause yourself pain in this process, but the top bar and you need to be intimate enough so that you might consider buying it dinner afterwards.

I should mention, if it has not already occurred to you, that this whole process is easier if you enlist a helper. If you do it alone, I would like photos of the process.

All right, then, here is what you do. Stand up straight, in stocking feet or slippers, next to a wall as in the drawing. Straddle the device of choice, making sure that the top bar is parallel-ish to the floor. Once the top bar of the device is set to requisite intimacy, have your helper measure the span from the floor to the top of the straddle bar of your device (**measurement A**). Record the measurement, but do not move the straddle bar yet!

Now, same helper needs to measure from the top of the straddle bar to the little hollow at the base of your throat, just above your sternum (**measurement B**). Record the info, double check your work, then you may dismount.

Do not go far, though. Stand up straight again (you do not have to be next to the wall if you do not wish to be), and hold the longer of your two arms out to your side, parallel-ish to the floor. Your helper will measure from the point of the shoulder joint to the folds of your skin on the

top of your wrist (which show up when you cock your hand at that wacky angle shown in the drawing). This is **measurement C1**.

Measurement C2*, which you do not have to take but which I recommend (and why not?, as long as you standing there not doing anything else) requires you to hold a small stick or dowel or paintbrush or something similar in the fist you make out of the hand thing at the end of your outstretched arm. Your helper measures from the C1 shoulder point to the stick you are grasping.

Now you are done with the measurements process.

Record your measurement information here, if you please (indicate inches or centimeters):

INSEAM (measurement A): _____

TORSO (measurement B): _____

REACH THE FIRST (C1): _____

REACH THE SECOND (C2): _____

With these measurements, and the dimensions of a few key components that will grace the finished bicycle (crankarm length, saddle height, stem length and angle, wheel size), I will determine the lengths of the top tube and the seat tube for your frame. The rest of the frame's dimensions will be determined by your intended riding style (fast and aggressive, relaxed but sporty, slower and calmer, etc.), the complete bicycle's purpose (fast road riding, short city commutes, off-road adventure, etc.) and accommodation of accessories (rear and/or front racks, fenders, kickstand, water bottle mounts, etc.).

I draw a full-scale plan of the frame, to which I will refer throughout the construction process. I do this the old-fashioned way, on a drafting table, with pens and pencils, protractors, adjustable angles, straight edges, you get the point. Some builders use computers and CAD programs for the design- nothing wrong with that, but I was trained by an architectural draftsman and I like to work his way.

Once you and I have agreed that I am on the right course, I will build your frameset.

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* - some would argue that C2 is more pertinent, as it measures to the point where a handlebar will be grasped by your handlike device once you are riding your Wildebeest...